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CENTRAL FREEWAY AREAWIDE TRAFFIC STUDY
COMMUNITY WORKSHOPS

Wednesday, June 15, 1994 and Wednesday, July 13, 1994

John Swett Alternative Elementary School Auditorium
727 Golden Gate Avenue
(between Franklin and Gough)
San Francisco, CA 94102

Transit, Disabled Access, and Parking Information

MUNI SERVICE: Lines 5, 31, 42, 47, or 29. (the #31 and #42 are disabled accessible).

DISABLED ACCESS: Wheelchair access is available on the east side of the auditorium. A sign language interpreter or sound enhancement system can be made available by contacting Renee Faison at (415) 554-9800 at least 72 hours before the workshop. Those who attend the meeting are requested to refrain from using perfume, shaving lotion or other scented products so that those with environmental illnesses may also participate.

PARKING: Off-street parking is available in the lot at the corner of Golden Gate and Franklin.

If you received this notice by mail, you are on the mailing list. If you know someone who would like to be on the mailing list, or if you have any comments or questions, please mail or fax your comments to the address below:

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CENTRAL FREEWAY AREAWIDE TRAFFIC STUDY - - UPDATE

Background

Following the 1989 Loma Prieta earthquake, the Central Freeway ramps at Gough and Franklin Streets were demolished. The California Department of Transportation (Caltrans) subsequently began plans to upgrade (retrofit) the remaining double-deck freeway structure between the Oak/Fell and Mission/Van Ness ramps. Civic and community response to Caltrans' plans resulted in the City initiating a Central Freeway traffic study. Also, demolition of the Gough/Franklin ramps has caused significant traffic changes throughout the Central Freeway corridor which includes the U.S. 101, Van Ness and Oak/Fell travel routes.

In January 1994, the Department of Parking & Traffic (DPT) launched the Central Freeway Areawide Traffic Study. This study is being conducted to identify a wide range of possible improvements in the Central Freeway corridor to improve local and regional traffic conditions prior to Caltrans' proceeding with a retrofit project. The traffic study is expected to be completed in late July 1994. Many surface-level traffic improvements will be implemented by DPT regardless of the ultimate plans for the Central Freeway.

Community Involvement

On February 22, 1994, DPT held the first community workshop for the Central Freeway Areawide Traffic Study. Workshop participants discussed the Central Freeway retrofit project, identified traffic, circulation and land use issues, and suggested several alternatives.

DPT and the study team have also been working with a 17-member Task Force appointed by the Board of Supervisors to address traffic and land use concerns of local residents and merchants. The Task Force consists of residents and merchants from Hayes Valley, Western Addition, and South of Market, and representatives from San Francisco Beautiful, San Francisco Tomorrow, and the American Institute of Architects. A Technical Advisory Committee (TAC) with representatives from DPT, MUNI, the Department of City Planning, the San Francisco County Transportation Authority, the Department of Public Works, the Mayor's Office and Caltrans is also meeting to coordinate and discuss technical and design issues.

Alternative Concepts

Based on the February community workshop and extensive input from the Task Force, the following alternative concepts are currently under study. (See figures on inside pages.)

North of Market Terminus - These concepts, which are variations of the 1992 San Francisco Tomorrow proposals, cross Market Street with a single-deck freeway structure.

South of Market Terminus - Several concepts are being studied that demolish the Oak/Fell ramps and terminate the Central Freeway south of Market Street. The Task Force has developed several proposals under this concept.

Central Freeway Retrofit Project - This concept would proceed with the planned Caltrans retrofit project and includes possible freeway access improvements.

Next Steps

The next step in the study process is to receive input on the alternative concepts from neighborhoods and concerned citizens and groups throughout the City. You are invited to attend two community workshops on June 15 and July 13, 1994. See details below.

Highlights of June 15th Community Workshop

The DPT study team and members of the Task Force will present alternative concepts that have been developed over the past several months. Detailed maps and graphics will be presented. Workshop participants will discuss the pros and cons of each concept and help screen alternatives based on local and regional traffic, land use, and circulation issues. Representatives of DPT, Caltrans, the Task Force, the consultant team, and other City Departments will be available for comments and questions. ***Please attend the community workshop and let your views be known!!***

UPCOMING COMMUNITY WORKSHOPS

MARK YOUR CALENDARS NOW !!

Wednesday, June 15 **7:00 - 9:30 pm**	**John Swett Alternative Elementary School Auditorium** **727 Golden Gate Avenue**	**Wednesday, July 13** **7:00 - 9:30 pm**
Community Workshop #2 Alternatives Screening and Evaluation	(between Franklin and Gough) San Francisco, CA 94102 **Transit, disabled access and parking information on back page.**	**Community Workshop #3** Study Recommendations and Next Steps

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CENTRAL FREEWAY AREAWIDE TRAFFIC STUDY

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Phase II of the Central Freeway Areawide Traffic Study is underway. You are invited to attend the first community meeting on Thursday, May 18th (see details below). The key objective of the Phase II study is to select a locally preferred alternative for the Central Freeway, the elevated structure that connects Oak and Fell Streets with I-80 to the east and Highway 101 to the south. The purpose of this first community meeting is to help the study team and the Citizens Advisory Task Force identify new alternatives and refine alternatives that were developed in the Phase I study.

The Phase I study, sponsored by the Department of Parking and Traffic, was completed and adopted by the Board of Supervisors in September 1994. Its primary purpose was to determine if there were viable alternatives to retrofitting the remaining Central Freeway structure between the Oak/Fell and Mission/Van Ness ramps that should be studied further.

Based on the Phase I effort, which included three community meetings, several viable alternatives were identified. These included replacing the freeway with a single-deck structure, or demolishing the remaining structure and terminating the freeway north or south of Market Street. The study process also resulted in the Board of Supervisors expanding the original Hayes Valley/ Western Addition Task Force to include representatives from the Richmond, Panhandle, Sunset, Mission, Haight, South of Market and South Van Ness neighborhoods, as well as representatives of the S. F. County Transportation Authority Citizens Advisory Committee, the design profession and other citywide interests.

If you are concerned about the Central Freeway's neighborhood impacts or its future role in moving traffic, please join representatives from the City, Caltrans, and the Citizens Advisory Task Force for this important Community Meeting.

COMMUNITY MEETING

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Sponsored by Department of Parking and Traffic
in cooperation with the Citizens Advisory Task Force

Thursday, May 18, 1995
7:00 to 9:30 pm

505 Van Ness Avenue
(between Golden Gate and McAllister)
State PUC Building - East Auditorium
San Francisco, CA 94102
For more information, call (415) 394-7900

ALTERNATIVE SOLUTIONS FOR THE CENTRAL FREEWAY

The first of two citywide meetings, this will be an opportunity to help guide the selection of a locally preferred alternative for the Central Freeway.

Transit: Lines 42*, 47, and 49 (*disabled accessible). Five blocks north of the Muni Metro Van Ness station.
Access: Meeting location is fully accessible to the disabled. A sign language interpreter is available by contacting Renee Faison (415) 554-9800 at least 72 hours before the meeting. Please refrain from using perfume, shaving lotion or other scented products so that those with environmental illnesses may also attend.
Parking: Limited on-street parking is available on Van Ness and adjacent streets. Off-street public parking is available in the Opera Plaza garage on Golden Gate Avenue. Bicycle parking is available on the Golden Gate Avenue side of the State building.

DEPARTMENT OF PARKING AND TRAFFIC
CITY AND COUNTY OF SAN FRANCISCO

prepared for

Central Freeway AREAWIDE TRAFFIC STUDY

Central Freeway Areawide Traffic Study
c/o Pittman & Hames Associates
400 Montgomery - Suite 1110
San Francisco, CA 94104

IMPORTANT
Meeting Date

Thursday, May 18th
See details inside

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